

672.128.2

Sep. Acad

On the night of Friday 5th

March 11 P.M. Capt. Koppman

came on deck talking very

strangely as though he was in

hysteria. He called me and

began to abuse me calling me

some hard names ^{and saying I was} I endeavored

to reason with & pacify him

but found it of little avail

He being in hyster. after

while he went and lay down

but was up swearing at Steward

during the middle watch and

making it hideous with his

gelling. He being badly off

with liquor

at 9 A.M. he woke up not

being at Breakfast. He still

being drunk and as I said

good morning made a gruff

Reply and began to abuse me

with his tongue using very
bad language I went to my
room. I'll keep my forewarn-
watch between the spoon-cans
to my room and began to
use his bad language and
wanted to know what I was
doing below and ordered me
on deck. I told him respect-
fully that if there was any thing
that needed my presence
on deck I would go but the
2nd officer was on deck
and as I had just had 8 hours
on deck that part night
I should not go on deck but
take my proper rest.
He then went away but
came to my room disturbing
me after the Log book I
gave him the Log book
again in a short time
He came and asked for

it having ^{March 6} forgot that he
had it Sat 5 PM

Capt. Koppman still drunk
and oblivious in language to
every one. He comes ^{March 6} in contact
with Sat 7.30 AM morning.
Having been steering ESE
the last ⁴⁴ hours and the ship
making northern had made
75 miles or the last day & would
make as much more. He
called him to ask him about
the course ^{was} should not, more to
the East on ESE. There being
two points of view. I would
make East. Could not get any
^{reconfirmation} since as it ^{him} he still being
stopped from changing under
the effect of it. I tried to
explain to him that ESE
per compass would be East
but in vain. He drove nothing

but curse me and call hard
names And as he is completely
bunder the effect of liquor &
shaped from it I thought it
best to steer so as not to make
contact when we wanted to
make further ^{to go further} as the course
He steered would carry
us to the north a long way
out of the common track
I steered ESE myself & 2
officer stewards ^{called the}
all hands being advised to
his condition. Which is
indeed sad. He goes round
the ship when not in a
sleepy stupor yelling
like a mad man half
dressed at times even
exposing his nakedness
and into the fore end the
no one knows to what extent
He goes but those that see

him. And had I known this
nothing would have induced
me to go in this vessel with
Capt Rorson

Sunday March
7th Dec 22 4 PM

Capt. still under the effect
of liquor did not come up
to get the sun at noon it
being the first good chance
for some days. But he is
laying on the sofa in a
sleepy stupor. During this
drunken episode he has threat-
ened to shoot the Steward and
myself several times with great
effect. I have refrained from
noticing these threats and have
not referred to them. When
known when in this drunken
crazy condition at what moment
he may take some one

like as He carries a Revolver in
His pocket or has I have
had his pistols tied and the
charges taken out of them
How long this is going to last
I know or not. I wish I were
out of this situation nothing
would induce me enter
it knowing & seeing what
I now do of Capt Poppen
I see on the list of stores one
jug of Brandy 1/2 Doz of Brandy
1/2 Doz of Port wine I hope
it will soon be gone
Sunday morning 8 a.m
Capt H is not too bad this
morning having slept the
most of the time last night
& yesterday but is looking bad
He says nothing not a word
to me about the ships or
or reckoning and dont

seem to think of the ship
to the table at Breakfast
I spoke to him and said
good morning he answered
but said nothing more
It is ^{very} nearly I said
but then asked to be
have heavy weather and
rough sea taking in
making sail increases
my cares

from Sunday Capt at it again
crossing the ~~Stewart~~ when the
2nd mate came to call me at 11:30
Capt came to my room began to
black guard me his pants down
and his nakedness exposed I asked
him to put his ^{arms} order bread
to reason with him He called
the Steward and had his pants
buttoned and then left my room
and went into the main Cabin

saying he wanted to talk with
I went into the cabin and he
then told me under all circum-
stances to call him when I
shortened sail. I told him
when he was sober I would
do so with pleasure but
should not when he was
drunk foolish & quarrelsome
raving like a crazy man
I told him this was the reason
I had not called him and
I told him just how it had
been with him for the
last three days it seemed to
make ^{not} look a little thought ^a while
I hope it may have good effect
He has not asked the first
thing about the vessel since
or evening don't seem to think
of it. Has laid down to sleep
this afternoon sleeping off

these fore noon drinks

Monday 3rd March morning

Capt H. has been up half the night yet - but cursing the

stevedores wanted him to work

supper for him at 11 o'clock

at night - This morning he was

grievous but the looks fearfull

the Sun being ^{and} strikes of

getting a sight of the Longitude

while we were all breakfast

after breakfast I took an altitude

He noted the time But He has

not offered to work the Longitude

and the meridian observation

for Lat? He has not offered to

work. And I don't think he can

compute numbers in his

present condition and He

is a fearfull object to behold

nothing worse every day

It is trying for a few times

He will ask me the longitude
latitude then again the
course and to night 4 PM
He was going to have her steer
SSE instead of ESE the
proper course and a dozen
times has he asked me
if we were over to 40 longitude
and I told him no

In fact at times he is crazy
and I and every one else feel
anything but pleasant
He seems fearful that anyone
may go into his room and
threatens to shoot any one that
does all though he has an
empty revolver he thinks it
all right

I expect He will have the
kitchenis yet and we shall
perhaps have to confine him

March 29

Tuesday 9th Capt. R

Still on his course and pays no attention to the navigation of the ship. Lays in a sneezing stupor ^{last} night he distended or in plain words looked himself and he could not be persuaded to change his clothes drove the steward out of his room when he tried to change his clothes I have done my best to induce him to at least be decent and above some degree of cleanliness. He even came to the table with his shirt smeared with his own dung now this is all like and not the worst of his actions they are beastly in the

is/are disgusting. Last night He kept every one awake with his noise calling the Steward cursing & calling him a damn black brute. So He got on & He Capt & the C. M. Davis

Wednesday 10th March
The day Capt is little more quiet - after breakfast asked him if I should take a sight. He agreed & said he would tell me when he wanted a sight. I told him he had been so bad off he had neglected to do it. He and Harry dropped to die for some days. I left him to go on & after some time he sent for me to take a sight and He noted or rather tried to note the time from

the Chronometer but
one could not tell what
the characters were intended
signifies or what. but
near as they could be made
the Chronometer went back
wards for instance. The first
time was 31 & some seconds
and the second time 30 &
some seconds. Now I can't
get Longitude and the
ships position from
such time as this.
He seems care nothing
about the run of the
ship except as the break
of altering the course ^{may suppose} the
ship.

If I was in New York
knowing nothing I do not
believe that I could
do it. enough to hire

me to go with Capt. P.
nothing would induce
me

It is after Cabin smells
like a prison to night -
after tea the steward and
Miss G. on the Cabin
floor. ^{the} Steward ^{to} some
of the ^{of the}
time his hands are open
a down and he comes
to the table in that
way. It can be an image
and himself feel what
comfort of mind there
is for me. A Hell afloat
and I think she has been
so a good deal of the time
on other voyages a
wreck the ship shows
it low ^{low} and ^{the} gets every thing
and ^{that} has own rooms

the Captain's own get

nothing to repair & keep
ship decent.

Thursday March 11th Capt & same
To day clear and sun out but
He had no sight taken for
Longitude and he appears to
care nothing about the ship
run. He did not come on
deck to day either to get the
meridian altitude for
Latⁿ. tomorrow must get
a sight for Longth if I have to
set him out again.

Friday March 12th

Last night Capt & was as crazy
as a man could be he had
the steward out about every
half hour all the first part
of the night - taking wildly
seeing women the goblins

we he. He talked of dying
and told the Steward he was
going to die & told him he
must not leave him but
must be long side of him
when he died & so he
run on most of the night
This morn. Elgar with Sam
and this morn. I asked for
a sight of the Chinese
& talking one myself but
He said he did not want
me to take one He did not
want one

Saturday, March 13th

Capt H is out so bad to day
not drinking so hard but appear
to be a good deal ^{seems} prostrated
and weak as much ¹ wanting
at times he talks of dying
at times to the Steward

Sunday March 14

Capt gets better as the
honor grows less and begins to
take some notice about
ship and begins careless to
do one thing and before it is done
a half dozen others and one
a job is done & the next at
his old undone a great deal
of useless work is done
He appears to forget what
orders he has given and
undoes what he done so it
goes on

Sunday March 28

The day with a Declination
of $3.15.16$ North He said
I did not get the Sun
right and that the Sun was
to the South of Meridian
and when at crown the $22.8.17$
the Lat by Obs was 3.13

and since we have done
80 miles South nearly
Why. He does this I don't
know and He appears
earnest & sober earnest
at times I think His
reason is ^{badly} hurt, His mind
is not right from affliction ^{Dick} &
I will make a note of the
altitudes &c with his bearing
He observed alt - was
88 35 - the declination on
this day 28th of March
3.176th Sun bearing
South as He said & saw
if the Sun bore South the
Lat^d deduced from this
alt & declination &c etc
would be 4.30 or
as follows. Circle - 89.48
Obs Alt 88-35-
North then with Dist 113
Dool correct 3.617

Now the fact of the matter
the Sun bore North and the
Zenith Dist was South
which and correctly the
Lat^d deduced would be
as follows Circle 89-48
Obs alt 88-35-

Zenith Zenith Dist- 13
or Declination 3 17
Lat^d in 2 04 or

Now it is only requires
to ask any sane man
a navigator if the above
is not right & if a correct
Sun at Meridian don't give
a South Zenith Dist
and a South Sun at Meridian
don't give North Zenith Dist
Now this ^{is the} proves that we
could not have been
back on the 26th if we were
over on the 26th

Sunday April 18 / 80

The Capt since
my last sailing has been taking
charge of the work about the
and has myself & 2nd mate
clew up almost every thing
we had under way and the
ship has been in a complete
state of confusion. The decks
lumbered up from morn till
night and up to this time
54 days out the Ships Books
has only been abridged
twice and that on Sunday
while the decks have been
full of every thing and in
such a state they have been
every night, so you could not
work ship in the night
in case of sudden squall
He having overslept about

Spars all about all about
the dock. He is very
cross & abusive to me
can not speak a fair
word yesterday last
night 6 PM He called
out to me to let go the
jib sheets. And bedamed
to you. And this is not
the first time he has
swore at me I told him
I was ready to do any
thing right and asked
him why he blamed me
He replied He would
blame me when he chose
to I told him I was no
dog & expected to be
treated decently
He uttered a with look
and with the 2nd matter
myself and half of the time

work is done and then it
is undone. He don't seem
to know his own mind
in this way. Half of the time
is lost and the shop in the
most breadfull state
and work that ought to
be done we can not get
a chance to do. Consequently
the shop is suffering in
many ways and it has been
so indubitable for sometime
and that accounts for the
bad state you saw her
in at New York and
which you mentioned
to me. You recollect
you said she had had
\$20.00 spent on her &
she was a wreck still
and the way things
are managed by

Capt. K. she will continue
to be so

The spurs on the vessels
deck have been moved
inboard & lashed since
since we left Portory. &
some 80 to a 100 bolts about
the Decks & rails &c. have
been taken out & shifted
some of them again & again
this shifting all done when
once or twice at most
would have done the same
Mr. Stinger the carpenter
and my self in our
experience ^{seen} can see in
saying we never have
anything to make it

And myself & 2nd mate live near
at the regular meals in the Cabin
Capt. H. has his three private
meals or lunches two or three

times outside of the regular meals fore noon & afternoon and often at night. He has his nice sugar cake, pie, & can goods - & many kinds his Condensed milk and other things none of which come on the regular table. There has been no milk, mustard, or Pickles, on the table since we left St. John. And all the puddings of Rice Bread Tapioca, & all puddings are sweetened with Molasses no sugar in them at all. I do not care a great deal about this yet. I can eat good things as well as Cast K and the 2nd Mate can as well. I never saw the like in a ship before. He has lost

many things keeping them
alone for his private tooth
And potatoes he must give
them in hard & glucose &
to the men and they are
rotting faster than they are
used. He wants to keep them
and quite a number of things
has spoiled - by trying to
keep them along. He has
no butter on the table
at dinner. And to sum the
whole up it is the meanest
line up I ever saw on a ship
& the Ladmate agrees in
the same opinion.
I have lived in an American
ships Fore castle better than
in the Commodore Cabin

Mon March 15th

Capt still under
the effect of Liqueur his mind seems
to be wandering He talks wildly
and wants the Steward to stop
beside him not leave till
the Steward that he was
going to die told him not
to leave him but stop along
side of him He keeps along
in this state for some
Days greatly affected
physically & mentally

Dis 1.

CERTIFICATE OF DISCHARGE

FOR SEAMEN DISCHARGED BEFORE THE SUPERINTENDENT OF A MERCANTILE MARINE OFFICE IN
THE UNITED KINGDOM, A BRITISH CONSUL, OR A SHIPPING OFFICER IN BRITISH POSSESSION ABROAD.



SANCTIONED BY
THE BOARD OF TRADE
JANUARY, 1869.

No 42

Name of Ship.	Office Number.	Port of Registry	Register Tonnage
<i>B. M. Davis</i>	<i>46214</i>	<i>Montreal</i>	<i>1023</i>
Horse Power of Engines (if any)	Description of Voyage or Employment.		
<i>—</i>	<i>Foreign</i>		

Name of Seaman.	Age.	Place of Birth.	No of R.M.M. Commiss ⁿ or Certif.	Capacity If Made or Engineer R. of Certif. (if any)
<i>W. P. Rogers</i>	<i>52</i>	<i>Maine</i>	<i>—</i>	<i>Mate</i>
Date of Engagement.	Place of Engagement.	Date of Discharge.	Place of Discharge.	
<i>18 Feb</i>	<i>New York</i>	<i>14 Oct</i>	<i>Maunani</i>	

I certify that the above particulars are correct, and that the above named Seaman
was discharged accordingly, and that the character described on the other side hereof
is a true copy of the Report concerning the said Seaman.

Dated this *15* day of *Oct* 18*82*

AUTHENTICATED BY

SIGNATURE OF SUPERINTENDENT, CONSUL, OR SHIPPING OFFICER

OFFICE
SEAL
OR
OFFICIAL
STAMP

Signature
of Seaman

* OBLITERATE THESE WORDS IF THEY DO NOT APPLY.

NOTE Any Person who makes, assists in making, or procures to be made, any false Certificate or Report of the Service, Qualifications, Conduct, or Character of any Seaman, or who forges, assists in forging, or procures to be forged, or fraudulently alters, assists in fraudulently altering, or procures to be fraudulently altered, any such Certificate or Report, or who fraudulently makes use of any Certificate or Report, or of any Copy of any Certificate or Report which is forged or altered or does not belong to him, shall for each such offence be deemed guilty of a misdemeanor and may be fined or imprisoned.

Note. The Characters are to be inscribed only in the appropriate ornamented spaces below. All of these spaces which are not filled in with particulars of Character must be marked over with a thick Cross in Ink by the Superintendent, Consul, or other Shipping Officer, before the Certificate is given out of his possession.

Character for Ability
in whatever Capacity
engaged.

*As we know absolutely
nothing of the character
of the man, we can*

Character for Conduct.

*At the same time, we can
trust that the character
of the man is good.
H. D. General.
Agents for insurance*



CARE IS TO BE TAKEN THAT THE ABOVE CIRCLES
ARE CROSSED THROUGH OR FILLED IN.

Dr Wm P Rogers Matte Bk to M Davis
1880

Feb 24 To Cash in New York	40.00
Mar 1 Capt Hoopman Order to Mrs Rogers	40.00
May 22 Mrs Rogers on Drawbill	25.00
June 18 " " " " " "	25.00
July 29 " " " " " "	25.00
Aug 30 " " " " " "	25.00
Sept 23 " " " " " "	25.00
Oct 21 " " " " " "	25.00
Nov 21 " " " " " "	25.00
	250.00
Oct 15 " 239 Rufes at Mountman	110.40
	\$ 360.40